M&T NEWS

THE PRIVATE OPERATOR AT ITS BEST – This 29-seat Commer/ Harrington of Shephardson's Coaches, Barton-on-Humber is seen here at the Brigg terminus of their Brigg—Bonby service in North Lincolnshire.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M & T NEWS

December 1969 No.61

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S71DU
Treasurer : M.Q.Craig,35,Norton Park View,Sheffield,S88GS
Editor : R.Banks,17,Ulley Crescent,Sheffield,S138BA

SOCIETY NEWS

Very little to report this month - there are a number of items in the pipeline,but definite dec isions have yet to be made.

CLOSURE OF CARDIFF TROLLEYBUS SYSTEM. Now definitely to take place on 10th/11th.January.We have still to arrange a meeting to decide cost,route etc.and will notify everyone who has expressed an interest as soon as final details are known.If you have not already done so please contact me (D.E.Vickers) IMMEDIATELY if you think you may be able to go with us to Cardiff.

IMPORTANT - See page 15

SUBSCRIPTIONS There are still a fair number of subscriptions outstanding - have you sent yours yet? If not please will you post the amount shown in last month's issue to Malcom Craig (address above) as soon as possible.

SOCIETY TIE One of our members - Paul Hardwick - has suggested that the Society produce a tie bearing a suitable Society emblem.This will be a worthwhile proposition if we can guarantee sales of around 25 or more.Thus there are two questions this prompts us to ask - firstly would you be interested in purchasing such a tie,and secondly,for those members artistically minded,would you submit a design you think would make a suitable emblem,the best of which would be used if the tie is produced.

DECEMBER'S EVENTS

FILM EVENING Approx.25 members attended the film eveing on 3rd.December.Selections of slides were shown by Peter M.Angell,who included Tees-Side trolleybuses and Lincoln among his show,and by Geoff Wood which included scenes from rallies held this Summer.The evening was concluded by two movie films of motorbuses,trolleybuses and scenes from

abroad.It is hoped to hold another film evening during February - further details next month.

CHRISTMAS PARTY - 17th.December. Except for the odd photograph brought out,buses were completely forgotten as a group of merry members got down to the serious business of eating a drinking to the accompaniment of Tom Jones,Karen Young and others on record.Followed by a balloon fight and musical chairs the evening finished with a sing round the old piano.A happy time was had by all - Christmas should come more often.

EDITOR'S NOTE I would like to wish all members a Marry Christmas and all the best for the New Year,and would like to thank all members who have sent in news,hoping this will continue next year. Robert Banks

FLEET NEWS

SHEFFIELD TRANSPORT. 50 Fleetlines,all with Gardner engines are on order.20 will receive Alexander low-height bodies and the remainder Park Royal normal height bodies.

As from 7/12/69 rtes.31 and 57 have been re-routed on their inward journeys.These now travel by Snig Hill, Arundel Gate,Howard Street and Sheaf Street whereas the outward journey is unaffected.This is an attempt to solve late running problems following severe traffic hold-ups on the old route.Rte.164 should have been diverted on the above date also but,through an oversight the licence was not obtained in time.It will follow the old route until the licence is received in approx 2-3 weeks time.

When the Leadmill one-man schedules are introduced those journeys on rtes.22/86 which now run to Moorwoods Lane will be extended to the new roundabout at Owler Bar, as one-man-buses are not permitted to reverse.In addition to those services mentioned last month,a revised timetable will be introduced on svc.88 on Saturdays only.

Commencing 30/11/69,for a period of 6 weeks,6-unit ultimate machines are in use on all Herries one-man double-deck buses.This experiment follows difficulty with the electric drives on the Setright machines,and if the Ultimates prove they are equally as fast they may become a permanent feature.

Following a public enquiry on 11/12/69 the 7 Stannington

terminus has been amended as from 14/12/69. Buses will now wait at the Knowle Top stop on outward journeys, then proceed to the present Stannington terminus and return to City without waiting at the present Stannington terminus stop in Uppergate.

Following a petition from Dungworth residents an additional journey has been provided on rte.107 as from 8/12/69 leaving Dungworth 8.12 a.m. Monday to Friday only.

On 9/12/69 rte.77 was revised in Rotherham as follows: OUTWARD - as now to the Bus Station, then onto second bay and leaves via the one-way system. INWARD - As now to Effingham Street/Frederick Street roundabout, up Effingham Street and right into Howard Street to the 77 stop. Then left into Frederick Street and as now. On inward journeys the route does not call in the bus station.

On 14/12/69 a revised system of cancelling return tickets was introduced. When a return ticket is presented it is just cancelled with clippers and returned to the passenger. An exception is route 85 where exchange tickets will still be issued for statistical reasons.

The first two route changes following the division of the Joint Omnibus Committee are imminent and are: RTE.84, BUXTON North Western will take over the COMPLETE RUNNING on this route as from 1/1/70. The last STD bus will be the 1745 ex C.B.S., 2035 ex. Buxton on 31/12/69 following which STD will no longer have any interest in this service.

Following the North Western take-over, plans are afoot to combine the 84 service with the joint North Western/Potteries service 49 Buxton - Hanley to form a marathon Sheffield - Stoke-on-Trent service. This will bring yet another operator, Potteries M.T. into Sheffield.

RTE.85 GAINSBOROUGH A new timetable has been drawn up making this service jointly operated between STD East Midland and Lincolnshire as from 18/1/70. East Midland have the greatest proportion of the mileage then STD, then Lincolnshire the smallest share, but Lincolnshire will still operate into Sheffield, bringing Bristols on normal service into the City.

Of great interest, however, is that the 85 service will still be run in conjunction with the rte.121

as now.This means that East Midland and Lincolnshire will operate journeys on rte.121,on hire to STD (as Chesterfield and East Midland do on rte.26).This will give residents in the Cricket Inn Road and Parkway areas quite a variety of vehicles on which to travel.

Withdrawls

31/10/69 : 479/80/2/3/5/7/96/9,500. 754/7,1745
17/11/69 : 516,759/68 for disposal
1274/5/6/7/81 on reserve
27/11/69 : 1266

Disposals

Fisher and Ford,Little Houghton : 501,858,1255/6
Raynell and Parton,Cudworth : 1264/5/70/82/4
A.Finlay,Barnsley : 1262/7,1736
North Midlands Dismantling : 849/55-7
Wombwell Diesels : 1257
D.Rollinson : 1258/60/3

HUDDERSFIELD - B.Moir,A.Hinchliffe

A new livery has been adopted which is an all cream front and the remainder red.Three vehicles noted with this livery are 102/18,419.

Not all of Hanson's double-deckers were disposed of.Due to a shortage of vehicles at least three have survived but are in extremely dirty condition and are not expected to last long.Ex.Hanson 90 has been repainted,and 89 is in the paint shop.The three ex-Hanson Reliances have been numbered 1/2 AEC/Willowbrook,3 AEC/Duple.

Three existing double-deck buses are to have a centre exit added (presumably these are Fleetlines).

Three single deck buses are also on order in addition to the Seddon single-deckers.

MAIDSTONE AND DISTRICT - P.J.Blake New are:

3801-30 SKO 801-30H Daimler Fleetline/Marshall B45D +21

These are scheduled mainly for the Medway area.The first one to be seen was in Chatham.

LONDON TRANSPORT - Grays Area N.Agnew

At Grays the 371 OMO duly went into effect on 4/10/69 as well as some interesting "side-effects".As a result of schedule reductions some RMC's and RCL coaches were sent to Grays from other depots (the RCL's having been originally at Grays and Romford when new).The RCL's went on the 723 coach route,and the RMC's together with some already at

Grays went onto the 370! (a bus route).Since then these have also worked on the 300/328 group of routes although they are mainly used on the through 370 (Tilbury Ferry to Romford).A small number of RMC's still work the 723 too,with the RCL's.On Sundays most of the double-deck workings at Grays are worked by RMC.As most members will know London Transport(Central Buses and Railways) is taken over on 1/1/70 by the Greater London Council.The Country buses and coaches will then be taken over by the National Bus Company and will be known as the London Country Bus Services Ltd.

YORKSHIRE TRACTION - S.J.Whitlam

Nearly all the ex-Mexborough and Swinto fleet has been repainted in YTC livery.Exceptions known are 193-7,591/2,677-81/94/5.Mexborough 9 is now YTC 688 and not 685 as shown in M & T News 58.

CITY COACHES,Upminster - N.Agnew

AEC Bridgemasters seem to be the order of the day as this concern has former demonstrator 60 MMO and various other ex-South Wales Bridgemasters including RCY 571,UCY 838/41.All are still in South Wales livery but with fleetnames painted out,but are expected to be repainted if retained (City are also dealers).One, believed 1207,has suffered serious cab damage and may be broken up.An RTL,LLU 857 has been de-roofed so this will be scrapped.Other vehicles owned include one ex-North Western Tiger Cub,an ex-Crosville Lodekka,and 751 ?,a former LTB AEC Matador breakdown vehicle.220 CXK, the ex-BEA/LT AEC is also owned.

PHILLIPSON,Goldthorpe - S.J.Whitlam

Recently acquired is:-

57 MUH 141 Leyland PSUC1/1 Weymann B44F ex.Wetsren Welsh 1141,new 1956

It now works the Thurnscoe-Sheffield service.

DAIMLER NEWS Daimler have received orders for over 100 Fleetlines.The largest order is from STD (details q.v.)Other orders include 28 for Coventry all with ECW bodies,6 for Chester (first rear-engined buses in the fleet) and 5 for Grimsby-Cleethorpes with Roe Bodies.Surprise orders include 10 for Barton Transport, which in July stated that no new double-deckers were to be purchased,and 6 for Gosport and Fareham Omnibus Co.(with Park Royal bodies).The editor will feel at home with these at Gosport as he is often in that area.

TROLLEYBUS NEWS

WALSALL - A.Calderbank

Sad news has reached us that the West Midlands PTA is determined to scrap the Walsall trolleybus fleet with all possible speed.It is said that a batch of older Birmingham buses are being overhauled,and when finished will be sent to Walsall,where the trolleybus system will all go with one swoop.The end is expected in February or March 1970.

HASTINGS TRAMWAYS - P.J.Blake

The following are corrections to last month's notes. The first AEC's arrived in 1940,not 1934 and nearly all the Guy single and double-deckers were still in operation in 1948.The system never had BUT's.The rest of the new buses were Sunbeams delivered in 1946 and 1947.

Summary of fleet:

1A - 8A	DY 4693-700	Guy BTX	Dodson 056R
1-50	DY 5100-600	Guy BTX	Ransomes B40F
1-10	BDY 776-85	AEC 661T	Weymann H54R
11-20	BDY 786-95	AEC 661T	Park Royal H54R
21-30	BDY 796-805	Sunbeam W	Park Royal H56R
31-45	BDY 806-20	Sunbeam W	Weymann H56R

The system started on 1st.April 1928

JOIN THE S.T.D.... by Michael Staniland

First prize 6 free lessons in the S.T.D. driving school.

In a previous article I told of how,after a period of seven years in alternative work,I had approached S.T.D. to enquire about re-employment as a Bus Driver.That article told of my trial run in KWA 552 and I would now like to take up the story again on Monday 23rd.June,the day I re-entered S.T.D. service in the driving school.

The school is now situated at Greenland Garage,it having been at Herries when I last knew it,and I arrived there on that Monday morning shortly before 0830 hours to take my place in the class with about 11 other trainee drivers.Shortly after 0830 the Chief Inspector called out each of our names and allotted us to a Driving Instructor. I was put with Driving Instructor Middleton and found I was his only pupil,some of the other Instructors having two trainees together.Our vehicle was no.D8 (KWA 548) and this

was to be the vehicle on which I did most of my training. It was one of the 1947 Leyland PD2's, with Leyland highbridge body, a type of bus I have always admired and I found this one a very pleasant vehicle to handle. The instructor told me that this bus had been fitted with a reconditioned engine shortly before withdrawl from passenger service and as a result was still in excellent mechanical condition, as I had the opportunity to find out whilst running along the Sheffield Parkway at 45 m.p.h. with it, not a bad turn of speed for a 22 year old Double-decker, but that was at the end of my training so I had better leave that and go back to the Monday morning.

Before taking a bus out of garage it firstly has to be prepared, this being a check by the driver on oil and water levels, lights, horn, wipers, tyres etc and this was what I was told to do by my Instructor. After the preparation was complete I was put into the driving seat, the Instructor took up his position on the high stool behind me and then we were off. I spent the whole of the first day in D8, just getting the feel of the big vehicle again, and despite the Instructor's many cries of "Come off the accelerator" or "Let it roll" or "What the ???????? are you playing at?" it appears that the Instructor was satisfied with my first day's progress for on the next day we left D8 in garage and took instead D4 (KWA 544). This was an identical bus to D8 except it had been fitted with a half and half gearbox - that is a gearbox with syncromesh on 3rd and top gears only, first and second being crashbox.

It is possible, though not advisable, to play some quite attractive tunes on these gears when making a change and I had almost perfected the playing of the 1812 overture on changing from first to second and was in the middle of the fourth verse of Lily the Pink on changing down from 3rd to 2nd when the Instroctor decided to end the musical interlude by showing me the correct way to change. There is another crash change on this gearbox - that of second to first, but as this plays the National Anthem the department forbid this change as they dont like their drivers stabding to attention as they drive, so, by the end of the day, with a fair idea on crashbox gears the Instructor decided I was ready for Atlantean training. I can almost hear Messers P.Hanwell and P.D.Fox gnashing their teeth at

the mention of those buses,but,as STD policy states all drivers,even S.O.E.S. members,must be Atlantean trained I found myself on the following morning being taken for instruction on no.1357 - that is the Atlantean which had its M.C.W. body destroyed by fire and was rebuilt by Park Royal.I found the larger size of 1357 a little tricky at first,but was soon quite happily taking her around some of the quieter suburban roads,although the occasional bump as the rear wheels caught the kerb stones told me I wasn't taking enough room to negotiate corners.We only kept 1357 for about 2 hours as she was due to go into service just before noon so we returned her to Greenland,had a quick cup of tea (very necassary to keep busmen going) then looked for another bus.Our next vehicle was no.987,a Daimler Fleetline,and I was quite looking forward to driving her as I had never driven any Daimler before.I found this bus had a very unpleasant accelerator pedal which called for its driver to be issued with solid lead clogs to hold the pedal down.Unfortunately,none were available and so I did the best I could,blessing my good fortune that none of these machines had yet made their home at Easy Bank,my future depot.We returned this bus to Greenland for mid-afternoon and,after another cup of tea,I had the pleasant task of rejoining D8 for the rest of the day.

The following day,Thursday,both Atlanteans and Fleetlines were in short supply,so,after spending the first half of the morning on Atlantean no.928 we had to use D8 again,and kept her for the rest of the day,with,of course, suitable interludes for the consumption of tea.

Friday was a better day as far as obtaining an Atlantean was concerned,for we were able to use no.1351 all morning and half the afternoon,taking her into Greenland where we were able to buy ourselves a cup of tea before taking to the road again in D8.

Well,that was that.The end of my first week in the Driving Scool,or so I thought.I was called to see the Chief Inspector when we returned to garage and was asked if I could come to work the following day,Saturday,when I would be given my test.I agreed to come and the following morning I was taken out by one of the senior Inspectors in no.D2 (KWA 552) - the same bus as I had had my original test on. The Test took in as many steep hills (up and down) and

sharp bends as the Instructor could find,and apart from one remark concerning my letting out the clutch too early no comment was made during the run.On returning to Greenland I was told I was on AEC Swift training the following Monday and no definite pass or fail was mentioned to me.

I sepnt the remainder of the weekend thinking I may have passed but not being quite certain.On the Monday I was taken for my Swift training,which involved manouvering one of these machines,no.25 to be precise around part of the old Inner Circle route,and on arrival at Central Bus Station I was given my PSV badge and Licence and was told to spend the rest of the day learning on rte.71.

Well,that's how to become a bus driver.Anyone care to try?

P.S.V. CIRCLE MEETING

Member M.Walker has invited any member of the SOES to attend the next PSV Circle Meeting,to be held on Thursday January 29th in the canteen of Bradford City Transport,Forster Square,Bradford.Unfortunately I am unable to attend through having a previous engagement, but if a sufficient number of members would like to go and a driver can be found for LRB 750 the journey will be made.For anyone wishing to travel by other means the canteen is on the top floor of the Bradford Transport Head Offices - take the lift on just entering the main door.Admission is free.If you would like to make the journey in LRB 750 please let me know as soon as possible, and arrangements will be made.Meeting commences 7.30 p.m.

DONATION FROM THE EDITOR

We are very grateful to Robert Banks who has kindly donated to the Society a copy of the PSV Circle/Omnibus Society book 'London's Trolleybuses'.If you would like to borrow this for a few days please let me (D.E.Vickers) know.

VARIETY IS THE SPICE OF SHEFFIELD TRANSPORT
Part 2 - The Retford Staff

With the imminent alteration to the Gainsborough service I have brought forward this episode in the series, as the 18th. January change gives an interesting conclusion to the story.

Service 85, Sheffield - Worksop - Retford - Gainsborough is a 40+ mile marathon run. Although beginning in the STD operating area, running through that of East Midland, and finishing in Lincolnshire territory the route is operated entirely by Sheffield Transport (The fight to gain this service from the other's plus a number of 'pirate' independents is quite a story in itself). However, having the three towns en route, early morning services are required from the outer terminus, as are services reaching Retford and Gainsborough very late at night, and the cost of running these buses to and from their destinations empty is very high. Thus an 'outstation' was established at Retford, where one bus stayed overnight.

Until about a year ago there were five Retford staff - Driver Roe and conductor Talbot, who worked together, the Bratton brothers, one driving, one conducting, and Mr. Temporal who would act as either driver or conductor whenever any of the other four were on holiday or off sick. There were two duties, one morning, one afternoon the former working the first bus from Retford to Gainsborough, the latter the last in the opposite direction. When the staff reached Sheffield - which each duty did once a day, the bus was taken into Townhead (later Greenland) garage, and changed over for another - thus a different bus was kept at Retford overnight. An agreement was made with East Midland regarding refuelling the bus at their garage.

During 1968 talk began about converting the 85 service to one-man-operation. Afraid of redundancy one of the Bratton brothers resigned to be landlord of a local public house, and shortly afterwards the second Bratton brother and Mr. Temporal gave notice of their resignation. Thus STD had to quickly re-organise their schedules. It was decided that the service would be scheduled so that it did not rely on staff

working from Retford,and thus the first journey from Retford to Gainsborough was made to run through from Sheffield,the first journey from Retford to Sheffield ran out light the 27 miles from Greenland Garage. However the evening postion was a little more tricky - if the last bus from Gainsborough to Retford had run back empty to Sheffield it would be in garage too late to fit in with local Trade Union agreements.Thus East Midland and Lincolnshire were approached with a few to operating the last Retford - Gainsborough - Retford journey on hire to S.J.O.C. This they agreed to do, and East Midland ran the journey Monday - Saturday, Lincolnshire on Sundays.However the two remaining Retford staff,Roe and Talbot,both in their 50's did not want to leave Sheffield Transport,and,after promising they would not be made redundant when one-man-operation was introduced they were given a new duty which operated from Retford to Sheffield in the morning peak hour,and back in the evening peak hour - as before their bus lived at Retford overnight,but was changed over each day on reaching Sheffield.Between peak hours they worked a short-working 85 to Aston,and a busy route 15 to Dinnington.They were given Saturday and Sunday as permanent days off (though have the option to work as overtime on Saturday if they wish), and on these two days their journeys are worked by buses running empty to and from Greenland Garage - thus the bus they take out on Friday evening,stays at Retford until Monday morning.

The schedule had been so arranged that when one-man-operation was introduced their journey was the one during the day that was busy enough to require a double-deck,thus the change-ver did not affect them considerably.

So we come to the present day,when,with the splitting upof the National Bus Company share of Sheffield Joint Omnibus Committee it was decided that Sheffield Transport would jointly operate the 85 service with East Midland and Lincolnshire.This meant that running empty from Sheffield to Retford would be eliminated,as Lincolnshire would operate from Retford, East Midland from Worksop.It was decided also that for uniformity,especially as regards accounts,that the

complete service would be one-man-operated thus the Retford staff's two-man bus would have to go.However Driver Roe and Conductor Talbot were reluctant to leave STD,as were STD to lose them,and,after some thought a solution was reached.The Retford staff would no longer work service 85,but as the termini on other routes were as near to Retford as Sheffield they would be given alternative work.This means that, commencing Monday 19th.January the Retford staff will still pick up their bus in Retford,left their since Friday evening, but will run empty to South Anston,and then work the 0802 service 506 to Sheffield.As before pieces of work will be found for them in Sheffield,and then at evening peak hour they will work the 1715 service 21 to Swallownest (which needs a double-deck because of heavy loading),then run empty from Swallownest to Retford for the night.

Thus despite the many changes on the 85 service Driver Roe and conductor Talbot will still work an STD bus from Retford,though not on the Retford route,giving a situation which perhaps is unique in bus operation in this country.

THE 'HUSKY' BUS

by D.C.Tummon

Husky models are Matchbox size models made in Great Britain and retailed at Woolworths.Prices are similar to Matchbox and quality is as high,if not better.

As far as I know the only bus model made is no.25,a Duple Vista bodied Bedford VAS,thereby striking a lead over Matchbox.Scale is about 1/97 and represents a 29-seat model. The model is made in two parts - emerald green lower panels and white plastic roof and window surrounds.The door is moulded in a mearly open position,and the interior is yellow plastic.Glazing is provided with a slightly green tinge which gives a very effective appearance,particularly in respect of the three roof quarter lights.The wheel track is rather narrow,but compensated for by spring suspension.

Generally this is a very good model,spoilt only by the radiator grille which is set too far back.

a Transport Fantasy by Peter J.Blake
Part two.

In 1909 the Scottville Corporation decided to get in on the Transport Act,so they purchased the old railway station to convert into a depot.They decided against trams,but for motorbuses,and in April 1911 they took delivery of five brand new Daimler single-deck petrol buses.The Scottville and District Tramway Company suggested that the Company and the Corporation get together and form a joint transport committee so they would not tread on each other's toes.

The Corporation agreed provided they could have a representative on the board of the Company,but this was found to be unnecessary as four of the five members of the board were councillors anyway.It was decided to operate the route from the new Railway Station along Vicerage Road to the new estate of houses which joined the town with the village of Waterside.When the village officially disappeared and became part of Scottville,in 1912,the route was extended to the other end of the main street.

The Corporation fleet of buses had increased to twenty and the routes to eight by the beginning of the War in 1914.The tram Company had seventeen trams covering the same seven routes operated in 1909.

Both fleet stagnated during the war years and nothing was done.At the beginning of 1919 at a meeting of the joint transport committee it was "let out" that the company was in financial difficulties,also their trams were going to rack and ruin due to bad maintenance during the war years.It was decided at the next council meeting that the council should take the company over,and on 1st.March 1919 the company was absorbed and became the council tramway sub-department of the Transport Department

Some routes had to have reduced services,sometimes supplemented by motorbuses,until such time as new trams could be purchased.The fleet of trams was reduced to ten,the other seven cars were brokkn up for spares.In 1920 the Littleton Motor Services Ltd.,built five new cars for the Corporation on Brill trucks.The Corporation

built five more on Preston McGuire equal wheel bogies.Also in 1920 the Corporation replaced nearly all its motorbus fleet with Tilling-Stevens double-deck buses and Leyland single deck buses with Tilling and Beadle bodies respectively.

By 1925 the Corporation had ten LMSL bodied trams on Brill trucks,seven Corporation bodied trams on Preston McGuire bogies and five English Electric bodied trams on Peckham trucks.Having 22 trams they were able to increase the frequency of the service on the seven routes.The bus fleet consisted of ten Tilling double-deck buses,nine Leyland single-deck buses and six Daimler single-deck buses.

In 1926 the Corporation decided to "have a bash" with trolleybuses,and so the necessary permission was sought and granted.February 1927 saw the arrival,at the Corporation bus depot,of three brand new Ransomes,Sims and Jeffries trolleybuses.These were operated over the original bus route from the station to the other side of Waterside along side the motor-buses for evaluation purposes.The people of Scottville decided within three months that they preferred the trolleybuses so three more were purchased and the route operated totally by trolleybuses.

In 1928 the L.M.S. Railway Company closed the railway line from Littleton to Scottville as uneconomic,but kept the line to hire.The Corporation purchased the Littleton line and converted the line through the tunnel to single-track.They then operated this as a tramway to Littleton.Four of the old seven tram routes were converted to trolleybuses.

By 1930 the Corporation was operating four tram routes with fifteen trams,the rest being broken up for spares.ten trolleybus routes with thirty trolleybuses and six bus routes with twelve buses.Also in 1930 an agreement over services was made with the Littleton and District Motor Services Ltd. External routes were operated jointly and internal services only by the council although L & D set up a garage and depot in Scottville.

(To be continued.

END OF CARDIFF TROLLEYBUSES - 10/11th.January 1970

Since typing page one - as this edition of M & T News is a little late going out - a meeting has been held regarding our trip to Cardiff,and the following decisions were made:-

We will make the trip in LRB 750 leaving Sheffield at 8.00 p.m. on Friday 9th.January.We will then run for about four hours,stop during the night for a rest,and then continue,arriving at Cardiff around 8.00 a.m. on Saturday 10th.January.Staying at Cardiff over Saturday night we will leave immediately after the last trolleybus has entered depot on the Sunday - though if this is late in the evening we may have to leave earlier (around 5.00 p.m.) to arrive back in Sheffield about 12 midnight.

Sleeping arrangements for Saturday night.Unfortunately,because of LRB's size,we are only able to accomodate 8-10 people sleeping reasonably comfortably on the bus.Thus it is essential that anyone interested should let me know straightaway if he wishes to sleep on the bus,or would rather arrange own accomodation or 'rough-it' at Cardiff over Saturday night (No doubt there will be ample accomodation on other preserved vehicles visiting Cardiff for this weekend).As time is short we must allocate sleeping space on a 'first come - first served' basis,thus will anyonewishing to join this run please RING me (D.E.Vickers) at Sheffield Transport (Sh.78686 - just ask for me) between 9 a.m. and 5 p.m. and I can discuss final arrangements.

If you are unable to make the journey Friday evening but would like to travel during the day on Saturday and are prepared to arrange your own accomodation please ring me also as a member travelling by car on this day has room for a few passengers.

To give an idea of what is to go off at Cardiff the closure arrangements are reproduced on the following page:

THE LAST DAYS OF TROLLEYBUS OPERATION IN CARDIFF

In conjunction with the Cardiff Trolleybus Society, the West Riding Trolleybus Society, Reading Transport Society and National Trolleybus Association, the Maypine Trolleybus Company, with the permission of City of Cardiff Transport have arranged the following special events centred around preserved trolleybus no.262, owned and made available by the Cardiff Trolleybus Society. The trolleybus will be special decorated with electric lamps and bunting etc.

1. Special journey for the press, radio and television only. Thursday 1st. January, Depart Roath depot 2.15 p.m.

2. Special trolleybus exhibition at the Library, Newport Road. Admission free, Open Moday to Saturday 5th - 10th. January 10 a.m. to 9 p.m.

3. Special trolleybus journeys, via Victoria Park and including a depot visit, and stop at the exhibition. Fare 3s. children 1s 6d. Leaving Central Station at 9.15 a.m. 11.15 a.m. 2.15 p.m. 4 p.m. and 7.15 p.m. Monday to Saturday 5th. - 10th. January. Last journey on Saturday 11.15 a.m. No booking required - pay on the bus.

4. Special ceremonial journey for invited guests and wives of the City of Cardiff Transport, and officers of the above Societies only. Depart Central Station 5 p.m. Saturday 10th. January.

5. Evening tour covering all wiring possible, and to follow last service trolleybus to Roath Garage. Saturday evening 10th. January. Depart Roath Garage 9.p.m. Booking required fare 10s.

6. All day tour covering all wiring, with break for lunch at Central Station. Sunday 11th. January. Depart Roath depot 10.15 a.m. Booking required fare 15s.

It is expected that, as at Bournemouth, enthusiasts from all parts of the country will be visiting Cardiff, many in preserved vehicles (it is known that the ex. Ledgard Foden is travelling from Huddersfield)

Hastings was a company poject,begun in 1928.They started running with Guy single-deck and Guy open-top double-deck buses. 1-8 were deuble-deck one of which has survived through the years. 9-58 were single-deck,and at the time formed the largest trolleybus fleet operating in this country.In 1941 - 3 most of this fleet was dispersed. 6 were sold to Nottingham in 1941,6 to Derby in 1942 and 6 to Mexborough and Swinton in 1943. 4 remained until 1955,the rest were scrapped.

1940 saw the start of a new up-to-date fleet : 1-20 AEC 661T,Weymann and 21-45 Sunbeams. When the system closed in 1959,after having been taken over by Maidstone and District 12 buses were sold to Bradford,8 to Walsall (some of these are still running) and 5 to Maidstone.This closed many years of electric traction at Hastings.

Coming back now to South Yorkshire - to Doncaster where trolleys replaced trams starting in 1928.The first buses were Garrett double-deck piano front bodies - somewhat ugly,but were considered up to date 6 wheel chassis with Pneumatic tyres numbered 1-4.Nos 5-30 were similar type buses but Karrier E6 all with Roe bodies. It is worthy of note that these Karriers were demonstrated on other systems - no.8 demonstrated in Nottingham and Mexborough in 1929,no.22 went to York in 1930 and no.21 was used by the B.B.C. for Radio Tests 1930.The Karriers were delivered 1929-31.No.31 was demonstrated and finally purchased in 1932.This was a Bristol with Beadle body - one of two only made by the Bristol Carriage Co.33-68 were again Karrier-Roe delivered up to 1943. 69-77 were Karrier bodied by Park Royal and Brush,delivered in 1945. 69-72 were rebodied by Roe up to 1958.In 1947 300 was added to the fleet numbers.Doncaster was one of the systems to take advantage of the many second-hand buses, buying from Darlington in 1952 6 d-deck BUT 9611T East Lancs bodied trolleys.9 Sunbeams were bought from Southend and rebodied by Roe in 1958. 8 Sunbeams came from Mexborough and two Karriers from Pontypridd.Doncaster demonstrated a remarkable low-loader Leyland,a bus similar to the AEC Q,but ahead of its time.The fleet was a nice lot,kept in reasonable condition, but a policy

of abandonment was taking shape, and the system was finally off in 1964.

We now reach the year 1930, the trolleybus was established in this country. Some early systems had gone, quite a few started after this date. But as this story is about the development of the Railess I shall not go much into detail with the rest of the systems. We have progressed from manual controllers which were hard work. Some of the double-decks had nine notches of power and these were all put in separately by bringing the pedal nine times up and down, With six notches Rheostatic brake, all to pedal in, if you went seven you lost the lot and had to start again. Then came the barrel controller with contactor control. This was child's play to the old manual type. The automatics came in later, but in my opinion and experience were not all they were cracked up to be. Regeneration was tried and the first were hard to control - brake and power on one pedal, also rheostatic.

But when the design was altered, and rheostatic went on the brake pedal this improved driving facilities and made things much easier for the driver. Coasting brakes and run back brakes all appeared to make things safer for the public, and by 1950 the trolleybus had advanced to what I consider full development in this country. Some things could have been improved, but many systems were talking abandonment to the diesel bus. Politics have played an important part, but I leave that to your own opinion - I will not stray into politics but now look briefly at some or all of the systems started in the British Isles.

(To be continued.

THE TROLLEYBUSES OF ASHTON - UNDER - LYNE CORPORATION

Fleet list by J.R.Bater

1925 - 1966

Chassis : Crossley built 1936
Body : Crossley H68R
Electrical Equipment : Metropolitan Vickers Electrical Co.Ltd.

58 ONE 474

Chassis : Leyland TB4 built 1937
Body : English Electric Co.Ltd H56R
Electrical Equipment : Metropolitan Vickers Electrical Co.

48 CTD 547 52 CTD 548 55 CTD 549

Chassis : Crossley built 1936
Body : Metropolitan-Cammell-Crossley H54R
Electrical Equipment : Metropolitan Vickers Electrical Co.

49 CTD 787

Chassis : Crossley built 1938
Body : Metropolitan-Cammell-Crossley H68R
Electrical Equipment : Metropolitan Vickers Electrical Co.

46 CTF 313 47 CTF 314

Chassis : Crossley built 1940
Body : Metropolitan-Cammell-Crossley H54R
Electrical Equipment : Metropolitan Vickers Electrical Co.

50 ETE 811 51 ETE 812 53 ETE 813
54 ETE 814 56 ETE 815 57 ETE 816
59 ETE 817 60 ETE 818

Chassis : Sunbeam W built 1944
Body : Park Royal H56R
Electrical Equipment : English Electric Co.Ltd

61 FTE 645 62 FTE 646 63 FTE 647
64 FTE 648

Chassis : Sunbeam W built 1946
Body : Roe H56R
Electrical Equipment : Metropolitan Vickers Electrical Co.

65 FTJ 401 66 FTJ 400

Chassis : Crossley "Empire" built 1949
Body : Crossley H58R
Electrical Equipment : Metropolitan Vickers Electrical Co.

77 LTC 771

Chassis : Crossley "Empire" built 1950
Body : Crossley H58R
Electrical Equipment : Metropolitan Vickers Electrical Co.

78 LTC 772 79 LTC 773 80 LTC 774
81 LTC 775

Chassis : B.U.T. 9621T built 1956
Body : Bond H61R
Electrical Eqipment : Metropolitan Vickers Electrical Co.Ltd

82 YTE 821	83 YTE 822	84 YTE 823
85 YTE 824	86 YTE 825	87 YTE 826
88 YTE 827	89 YTE 828	

NOTES

58 was originally a Crossley demonstration vehicle,it was purchased by Ashton 1938

49 was a Crossley prototype and was purchased by Ashton in 1937

61/62 were fitted with new Roe H61R bodies in 1958

64 was fitted with a new Bond H61R body in 1954

63 was fitted with a new Bond H61R body in 1955

The system commenced 26/8/1925
and finished 31/12/1966

80 and 87 are both preserved by the London Trolleybus Preservation Society

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Although a few days late may we wish every member a very happy new year,and we are looking forward to an exciting itinery of tours and meetings throughout 1970.

Robert Banks	Malcolm Craig	Dennis Vickers
Editor	Treasurer	Secretary

LAST MINUTE NOTE - 4th.January 1970

I am very sorry that some of the pages of this month's magazine are smaller than others.This is caused through our supplier not having the correct size in stock at the time of writing,but the newssheet cannot be held up any longer because of the urgent Cardiff tour news.I do assure you everything will be back to normal next month.